

# Montana and the Sky



Vol. 38, No. 6

MONTANA AERONAUTICS DIVISION

June 1987

## ***FERGUSON, EISENZIMER RECEIVE REGIONAL FAA AWARDS***

Michael D. Ferguson, administrator of the Montana Aeronautics Division, and JoAnn Eisenzimer, Great Falls educator, were honored at a special ceremony in Governor Schwinden's office on June 4, 1987, for their work in aviation education.

FAA Northwest Mountain Region Director Wayne Barlow traveled to Helena to make the regional presentation on behalf of himself and FAA Administrator Donald Engen. The awards were also signed by Governor Schwinden, and the presentations were made by Wayne Barlow, Keith Colbo, director of the Department of Commerce, and Governor Schwinden.

Ferguson and Eisenzimer each won two awards — one at the state level and one at the regional level. Ferguson was nominated in the "State Aviation Official" category; Eisenzimer in the "Individual" category.

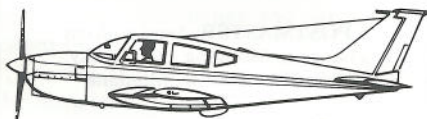
The inscription states: "This award is in recognition of your outstanding efforts to develop and implement a statewide aviation education program strategy. By facilitating the educational process through the excitement of aviation, you have helped young people prepare for opportunities in aviation and space technology, transportation, and telecommunications. For supporting excellence in aviation education, the FAA thanks and salutes you."



**Mike Ferguson is congratulated by Wayne Barlow, director of the Northwest Mountain Region of the FAA; Keith Colbo, director of the Montana Department of Commerce; and Governor Schwinden. Ferguson received the state award and also that of the Northwest Mountain Region in the state official category.**



**Governor Schwinden makes the presentation of the state award to JoAnn Eisenzimer, Great Falls. At left is Wayne Barlow. JoAnn was also the recipient of the award in the individual category for the Northwest Mountain Region.**



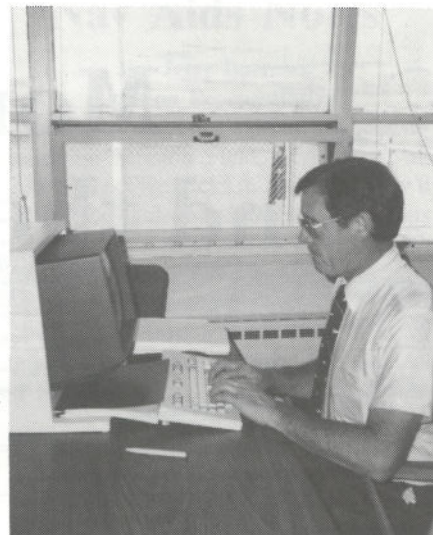


# Administrator's Column

**Air Search.** I would like to take this opportunity to express my appreciation for the exemplary manner in which everyone involved in the recent air search demonstrated their professionalism. Many of these people were volunteers, not only of their time but also of their aircraft. It was also very gratifying to have the tremendous support from the U.S. Air Force from Malmstrom Air Force Base and the Army National Guard from Helena. Their helicopters were invaluable in this effort, for without them the search would have had to continue for many additional days in order to thoroughly cover those probable areas—which expanded day by day until reaching the area where the missing helicopter was located. On behalf of the Aeronautics Division staff, I thank and salute everyone involved in this tragic and difficult effort.

\* \* \* \* \*

**Schafer Meadows.** One last reminder before the annual Schafer Meadows work session scheduled for July 17-19 that we all need to share in the responsibility of awareness and respecting the "WILDERNESS" values by being conscious of our aircraft operations into and out of the wilderness encompassing Schafer Meadows. In last month's issue of *Montana and the Sky*, I talked about limiting unnecessary operations at Schafer Meadows; i.e., training flights, touch and go, sightseeing tours while basing at Schafer Meadows, low level flights over the wilderness, etc. No pilot wants to have aircraft use restrictions placed at Schafer Meadows nor does the U.S. Forest Service wish to implement such restrictions, so let's all pull together in the spirit of cooperation so we can preserve one of the few wilderness airstrips remaining for us to enjoy—the pilot's paradise we all love so dearly—SCHAFFER MEADOWS.



## May SAR Activity

**By: Fred Hasskamp, Chief  
Safety and Education Bureau**

Six SRSAT ELT reports were received during the month. Three went off the air before they could be located; two were in the Colstrip area and one was northeast of Kalispell.

Two ELTs were inadvertent activations in helicopters at the Helena airport. Another inadvertent activation was located north of Cut Bank.

Two ALNOTs were received. One of these was for an aircraft on a flight plan from Gardiner to Hamilton. The aircraft was damaged in a field emergency landing. The second ALNOT was for an aircraft on a flight plan from Denver to Billings. The aircraft was located in Wyoming.

You are urged to file a flight plan whenever you leave your local area. A flight plan and a good ELT are your best insurance should you not reach your intended destination.

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Keith Colbo, Director

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## Yellowstone Fly-In Planning Continues

Plans continue to be made for the first annual "Back to Basics" Family Fun Fly-In at Yellowstone Airport at West Yellowstone scheduled for July 24-26, 1987.

The fly-in, hosted by the Montana Aeronautics Division, is being co-sponsored by the Idaho Bureau of Aeronautics, the FAA Accident Prevention Specialists in Boise, Casper, and Helena, and the CAP.

The fly-in is scheduled to begin on Friday morning, July 24, and will continue through Sunday afternoon. It will include flight and ground instruction as well as seminar sessions on a wide range of topics. There will also be a Flying Companion seminar for non-pilots and a military and civilian aircraft static display.

A meeting of the Western States International Search and Rescue Advisory Council will be held on Friday, July 24, in conjunction with the fly-in.

Camping on a first-come, first-served basis is available at the airport campground. Motel reservations in town should be made as soon as possible. Call 646-7832 in Montana or 800-521-5241 out-of-state.

For more information call the Montana Aeronautics Division at 406-444-2506, the Idaho Aeronautics at 208-334-3183, the Casper FSDO office at 307-361-5425, or the Helena FSDO at 406-449-5270.



## Townsend Gets New FBO

J.S.C. Aircraft Service, a full service aviation maintenance and repair shop, is now open at the Broadwater County Airport in Townsend.

Services offered include fuel—both avgas and unleaded—flight instruction, and aircraft rental.

Owner/operator of J.S.C. is Steve Leece, a graduate of Helena Vo-Tech and a licensed A & P mechanic. The shop is open Monday through Saturday. Phone is 266-4329.

A unicom has been installed at the airport in the J.S.C. office and can be contacted on 122.8.

Leece is also serving as the manager of the airport.

## YELLOWSTONE GETS NEW MANAGER

Yellowstone Airport at West Yellowstone, Montana, will be under the management this summer of Charles R. Petty, Jr.

Petty is a 1987 graduate of the University of North Dakota with a degree in aviation administration.

A resident of Hamilton, Petty earned his private pilot license while still in high school. He also holds a commercial rating and hopes to obtain his CFI and CFII by the end of June.



Chuck Petty, new Yellowstone Airport manager.

The Yellowstone Airport was officially open on June 1 and will be served this season (as it was last year) by SkyWest Airlines out of St. George, Utah.

Full services are available at Yellowstone, including three rental car agencies, a gift shop, and cafe. The fixed base operator, Yellowstone Aviation, handles 100 octane and jet fuel. In addition, the Airport boasts one of the few fully equipped pilot campgrounds in the state. Camping is free on a first-come, first-served basis.

Airside facilities include a full ILS, non-directional radio beacon (NDB), high intensity runway lights, and standard precision markings. A unicom is available for air-to-ground communication on 122.8. FAA flight service station (LRCO) to Idaho Falls, Idaho, on 122.45.

Call the Airport for more information at 406-646-7631 or call the Division at 444-2506.

## CALENDAR

**June 15-July 3**—Aerospace Teacher Workshops.

**June 27-28**—Diamond R Ranch Barbecue and Fly-In/Campout, Flathead Hangar, MPA.

**July 10-19**—Sentimental Journey for Piper Cub enthusiasts, Lock Haven, Penn.

**July 17-19**—Schafer Meadows Work Session.

**July 24-26**—Comprehensive Safety Program/Fly-In, West Yellowstone.

**July 26**—Glasgow Air Show. Sponsored by Valley Hangar, MPA. (See details elsewhere in this issue.)

**July 29-Aug. 1**—INAC Conference, Spokane.

**July 31-Aug. 7**—EAA Convention and Fly-In, Oshkosh, Wisconsin.

**Aug. 1**—Barbecue Fly-In, Kalispell City Airport.

**Aug. 1**—Columbus Fly-In. Lunch, dinner, contests, dance. Call 322-5974 for more information.

**Aug. 9-15**—99s International Convention, Vancouver, B.C.

**Aug. 15-16**—10th annual MAAA Fly-In, Three Forks. Contact Bud Hall at 586-3933 for more information.

**Sept. 4-7**—1987 Antique Airplane Association National Fly-In, Bartlesville, Okla.

**Sept. 17-20**—Reno Air Races.

**Sept. 18-20**—Mountain Search Pilot Clinic, Kalispell.

**Sept. 18-20**—99s Northwest Sectional meeting, Spokane.

**Oct. 2-4**—MFF Convention, Lewistown.

**Feb. 18-21**—1988 Montana Statewide Aviation Conference, Billings.

**Feb. 26-28**—Flight Instructor Refresher Clinic, Helena.

## SOME REGIONAL AIR SHOWS

**July 18-19**—Minot, North Dakota. Featuring the Snowbirds.

**July 18-19**—Pocatello, Idaho. Featuring the Acme Duck and Airshow Co.

**July 22**—Cheyenne, Wyoming. Featuring the Thunderbirds.

**Aug. 8-9**—Jamestown, North Dakota. Featuring the Bud Light Jet.

**Aug. 13**—Bismarck, North Dakota. Featuring the Snowbirds.

**Aug. 15-16**—Fargo, North Dakota. Hosted by the Red River Valley Wing of the Confederate Air Force. Featuring the B-17 "Sentimental Journey."



## Glasgow To Host Air Show

The Valley Hangar of the MPA at Glasgow is sponsoring an air show on Sunday, July 26, 1987, in conjunction with Glasgow's centennial celebration.

On the list of topnotch performers to appear are Joann Osterud Nottke with her Stephens Akro, Mike Wigen in his "Z-250," Steve Wolf flying "Samson," Delmar Benjamin in a Bucker Jungmann, and Roger Nelson and his Aeronca Champ built for car top landings and comedy routines.

In addition, there will be U.S. and Canadian military aircraft on static display, skydivers, antique aircraft, and a radio controlled model aircraft demonstration. Other displays and performances are still being put together.

The show will be held at the Valley Industrial Park (formerly Glasgow Air Force Base). Gates will open at 9:00 a.m. The airport will close at 1:00 p.m. and the show will begin at 2:00 p.m. Food and drink concessions will be available on the field as will customs.

Glasgow's celebration will also include several individual class reunions and an all-class reunion on July 25. A free barbecue and street dance will be held on July 24 along with the fair and horse racing. On August 1 a celebration at Fort Peck will include a barbecue, parade, street dance, and the Fort Peck Summer Theater.

The Valley Hangar invites everyone to attend any or all of these festivities—especially the action packed air show.

Pre-show tickets are available for \$6. Gate prices will be \$8 for adults and \$3 for children ages 5 to 12.

For further information, call Vic Wokal at 228-4023, the Chamber office at 228-2222, or Nita Frost at 228-9980.



Joann Osterud Nottke will be one of the featured performers at the Glasgow Air Show in July.

## ADAMSON RETURNS TO HELENA FOR SPECIAL PRESENTATION



NASA Astronaut Lt. Col. James C. Adamson is welcomed to Helena by Mike Ferguson (left). Col. Adamson came to Helena on May 15 to present Governor Schwinden with the Montana flag which was recovered from the wreckage of the ill-fated Challenger.



Some school children were lucky enough to be in the middle of an airport tour when Adamson arrived. He was gracious enough to take some time to answer their questions and even to boost them up to look into the cockpit of his T-38.



Adamson talks to the press while surrounded by a large group of young admirers. He will be remembered as a featured speaker at the 1986 Montana Aviation Conference held in Billings. He is a resident of Monarch, Montana.



## HERE AND TH'AIR

**Temporary Restraining Order Keeps New England FSSs Open.** In a precedent-setting move, a federal district court in New York has issued a temporary restraining order which prohibits the FAA from closing down four flight service stations in New York and one in Vermont. AOPA agreed that closing or part-timing operations at flight service stations without providing weather services which are not "as good or better" than the services provided when the stations are open is in violation of federal law. The hearing for a permanent injunction to keep the stations from closing is set for June 3.

**Attention Piper Cub Enthusiasts.** Sentimental Journey to Cub Haven will commemorate 50 years of aviation history on July 10-19 at William T. Piper Memorial Airport, Lock Haven, Pennsylvania. Contact Sentimental Journey, Box J-3, Lock Haven, PA 17745 for more information.

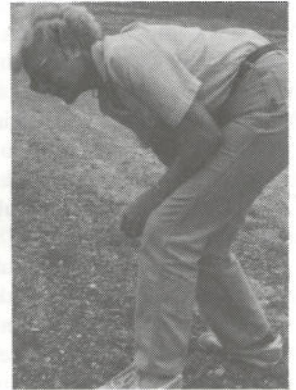
**Glenn to Speak at AOPA Convention.** U.S. Senator John Glenn will be a guest speaker at the AOPA Convention and Industry Exhibit scheduled for October 15-17, 1987, at Bally's Grand Hotel in Las Vegas. Senator Glenn is an active pilot and AOPA member who this year is celebrating the 25th anniversary of his historic orbital space flight. He is the featured speaker at the banquet on Saturday, October 17. In 1957, Senator Glenn set a transcontinental speed record from Los Angeles to New York, the first such flight to average supersonic speed. He currently is chairman of the Governmental Affairs Committee and serves on the Special Committee on Aging and the Armed Services Committee.

**FAA to Improve Training for Controller.** Secretary of Transportation Dole has announced plans to expand a FAA radar simulation program designed to provide better training for controllers. The simulation program was developed at the FAA Academy in Oklahoma City to provide site-specific training for prospective controllers who would be assigned to the Chicago Air Route Traffic Control Center. After expanding the program to the Oakland Center in June, the FAA plans to expand the program to a third center in mid-September, but has not yet decided on a site. To pay for the expanded training program, the Secretary has forwarded a \$5.7 million FY 87 funding request to Congress. The funds are needed for program development, additional hardware and software.

## Clean-up and Social Held at Canyon Ferry



Part of the crew takes rollers and brushes in hand to paint marker rocks.



Some interesting "form" is exhibited by rock pickers. They include (from left) JoAnn Mayala, Mike Mulroney, Faust Alvarez, and Zola Hamm.



Roger Phillips serenades the group after lunch. In background are Harold and Zola Hamm, who were honored for their recent marriage during the potluck following the work session.



## Columbus Plans Fly-In

August 1, 1987, is the date set for the Fly-In and Poker Run at Columbus.

If you don't know how to play poker, they promise (heh, heh) to teach you! There will be a spot landing contest, described as "a controlled crash at a predetermined spot," flour bombing, and "Concours"—something they call a pretty airplane contest. It is suggested that Super Cubs have as much mud scraped off as possible.

Food and drink will be available and there is a possibility that Larry Larson may provide the entertainment—but you're encouraged to come anyway!



# CONFERENCE GUIDELINES FINALIZED

Three successful Montana Aviation Conferences and the consensus of the aviation community that the Conference should be continued on an annual basis and moved around the state have led to the formation of a permanent Conference Committee and the formulation of specific guidelines for Committee makeup, site selection, and the handling of any proceeds from the Conference.

Since the 1987 Conference, three meetings have been held in Helena to address the issues relating to an annual Conference. These meetings were attended by representatives of the Montana aviation organizations, and the presidents of all the organizations have been kept informed through their representatives and through the meeting minutes.

Those attending the meetings have included: Russ Pankey, MAMA; John Dove, MPA; Martin Elshire, MATA; Marilyn Lewis, MFF; Clayton Wilhelm, EAA; and Martha Kurtz and Mike Ferguson from the Montana Aeronautics Division.

Facility and site selection guidelines agreed to by the Committee are as follows:

1. The facility must be able to handle a minimum of 35 booths.
2. At least seven break-out rooms must be available for sessions and meetings.
3. The facility must be able to feed a minimum of 300 Conference participants in addition to meeting rooms and booth area.
4. The facility and/or community must be able to support a total convention of 500 persons with sufficient sleeping rooms and adequate shuttle service, if necessary.
5. The community must be served by scheduled air carrier service.
6. Appropriate security must be provided for the exhibit area.
7. The Conference will be held on Thursday, Friday, and Saturday and will be held each year either one of the last two weeks of February or the first week of March.
8. Communities/host organizations must make formal bids for the Conference at a meeting to be held on Sunday morning at the Conference before the Montana Aviation Conference Committee. A meeting will be called shortly thereafter to make the final site selection.

9. Conference sites will be alternated between the eastern and western sides of the state with the Continental Divide being con-

sidered the dividing line. Future site selections will be made two years in advance.

10. Beginning with the 1988 Conference, the host organization(s) will receive 30% of the net proceeds from the Conference. The remaining 70% will be used for public relations for aviation in the state with this effort to be determined and approved by the Conference Committee.

11. Proposed changes to these agreed-upon guidelines must be brought up during a Committee meeting, taken back to each organization's board of directors, and then voted on at a subsequent Committee meeting. Five out of the seven Committee members must approve in order for the proposed change to become effective.

In order to provide continuity in the Committee and administration of Conference funds, guidelines were agreed upon as to the makeup of an ongoing Conference Committee. Each Montana aviation organization will appoint a designated Committee member. Each organization will get one vote on any issue, with a simple majority being required for passage. In order for a meeting to be held, at least four Committee members must be present. The Aeronautics Division will serve in an advisory and administrative capacity for the Committee and will not be a voting member.

Committee members will serve two-year terms with those terms being staggered. For the initial formation of the ongoing Committee, a drawing was held in which four organizations drew initial two-year term representatives and three drew one-year terms. The two-year terms were drawn for MPA, MAMA, MFF, and EAA. One-year terms went to MATA, the 99s, and MAAA. At the 1988 Conference, those one-year terms will expire and the presidents of those organizations must appoint representatives which will then begin serving two-year terms.

All meetings of the Committee are open for attendance by any interested parties. Meetings will be held approximately 30 days prior to the annual Conference, on Sunday morning during the Conference, and approximately 30 days following the Conference. Other meetings may be called at the discretion of the chairman. Russ Pankey was chosen chairman of the Committee.

In accordance with the east/west site guideline, the 1988 Conference will be held in Billings February 18-20. The 1989 Conference will be held in Butte March 2-4.

# Loan Program Detailed

**By: David C. Kneedler, Chief  
Airport/Airways Bureau**

We want to be sure that everyone is aware of the current status of our Airport Improvement Loan Program and the recent changes that have been enacted.

As you may recall, our present program was initially created by the 1983 legislative session and was funded at a level of \$1.3 million for the 84-85 biennium. The original legislation contained a restriction that the loan fund could only be used to match federal airport improvement grants (AIP) and that restriction was carried over in a reauthorization of the program for the 86-87 biennium.

We felt from the beginning that restriction was unnecessary and a mistake—particularly in view of the fact that, historically, each of our loan programs, since their inception in the early 1960s, has had as the top priority using the state loan funds to capture federal grants. However, over the years it has also been useful to have the flexibility to fund certain federally ineligible work items at times when there existed a surplus of loan funds.

Accordingly, we approached the 1987 legislature with a request that the federal-match-only restriction be lifted. The legislature agreed overwhelmingly with the logic of our proposal, and our loan program now enjoys a certain latitude not previously available. We do definitely want to assure all concerned that the capture of AIP grants remains the top priority for the use of this loan program.

We hope that communities will avail themselves of this program, and we anticipate receipt of some loan applications in the near future. The loans bear an interest rate of 7.109% and, due to the funding mechanism which is underwriting the program, the loans now can be made for an eight-year term.





## 99s Host Companion Seminar

By: Dorothy Albright, Chairman  
Montana 99s

Seventeen people attended the Flying Companion Seminar held in Kalispell in May. The cooperation, participation, and presentations were great.

Pat Cates, manager of the Great Falls FSS, shared the work of the flight service. Mary LaMoy, Missoula, managed to draw out many chuckles during her demonstration of aerodynamics.

Information on weight and balance was presented by Loretta Chapman, Gardiner. Tina Pomeroy, Livingston, led the group in flight planning, while Pat Rusmussen, Falcon Aviation, Great Falls, explained facets of aerial navigation.

The meeting was organized by Fay Smith, Kalispell.

The next project for the 99s is to do air marking in Roundup on June 27.



## Search Is On For Instructor/Maintenance Tech Of Year

Every year an effort is made to single out the most outstanding flight instructor and maintenance technician in a competition known as the Flight Instructor/Maintenance Technician of the Year Award. This national effort allows the public to recognize the importance of the role flight instructors and maintenance technicians play in aviation safety and also focuses the attention of industry toward their vital contributions.

This program is sponsored by the AOPA Air Safety Foundation, General Aviation Manufacturers Association, Helicopter Association International, National Business Aircraft Association, National Air Transportation Association, and the FAA, with the support of the general aviation industry and associated organizations.

All nominees must be employed in the United States as active civilian certificated flight instructors or maintenance technicians.

Nominations will be judged on the basis of specific achievements and/or sustained superior performance in their field. Entries should list as many specific contributions/achievements as possible, but in no

case should they be longer than 500 words. Substantiating documentation such as newspaper and magazine articles and related awards may be included. Contributions made by nominees to aviation safety will count heavily in the selection process. Application forms may be picked up at the FSDO in Helena or at a local FBO.

Submit nominations to the nearest FAA FSDO no later than June 30, 1987. These will be forwarded to the applicable FAA Regional Office where nine regional winners will be selected by a committee drawn from the FAA and a variety of general aviation organizations. The nominations of the regional winners will be forwarded to Washington, D.C., where the national winner will be selected on September 14, 1987.

Regional winners will receive awards at times and places designated by their FAA regional accident prevention coordinators. The national award will be presented at FAA headquarters in Washington, D.C., on Wednesday, October 14. Travel to the ceremony and expenses for the winner and one guest, plus valuable merchandise and cash gifts, will be presented to the recipient of the national award.

This is your opportunity to give your favorite flight instructor or maintenance technician the recognition they deserve.

## HOUGHTON TRANSFERS TO SEATTLE



Jim Houghton, manager of the Helena Airports District Office, has been transferred to Seattle. At the luncheon in his honor on May 29, Ted Mathis, chairman of the Aeronautics Board, demonstrates his poetic bent in a recitation for the occasion. Seated with Jim is his wife Bonnie.

### "A Final Reminder, Gang"

(NOTE: The following bit of verse was provided by Ron Waterman of the Helena FSDO who would not claim credit (or blame) for the authorship nor would he divulge the identity of the poet(?) responsible.)

Towards the middle of Summer  
You'll want to plan to go

To the town of West Yellowstone  
And the FAMILY FLY-IN EXPO!

There will be flying stories and  
Lying stories

And fun to be had by all.

There will be dancing and camping  
And eating

And we'll all have a ball!

So bring your family and bring  
Your friends

And really plan to mix  
With all the fun and things to do  
On July 24, 25 and 26!



## Transponder Codes

**By: Fred Hasskamp, Chief  
Safety and Education Bureau**

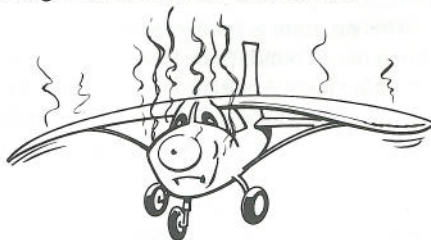
With the increase in flying activity this summer, a review of transponder codes may be in order.

Whenever operating in controlled airspace, it is now mandatory that, if equipped with a transponder, it be ON. Most operations above 12,500 feet MSL, unless less than 2,500 feet above terrain, require that the aircraft operate with a functioning transponder.

When operating VFR, use transponder code 1200 unless given a discrete code by approach or departure control while operating in a radar service area. (In Montana, only Great Falls and Billings have radar services.)

All IFR flights are given discrete transponder codes. If loss of two-way radio capability is experienced, the pilot should use transponder code 7700 for one minute, then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight—whichever comes first. After 15 minutes with code 7600, change to 7700 for one more minute, then repeat.

In case anyone is wondering, in the event of a special emergency (air piracy), use transponder code 7500 to indicate, "I am being forced to a new destination."



## Nav Aids Notes

**By: Jerry Burrows  
Aviation Representative**

New pilot controlled lighting has been installed on Mission Field, Livingston, on 123.0 MHz. Five clicks in five seconds will activate the lights for 15 minutes. The lights will come on at dusk and turn off at 2300. The runway light radio controller should be used after that time.

New solid state unicoms have been installed at Stanford, Circle, and Ashland. All on 122.8.

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**PURPOSE**—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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